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FOREIGN MISCELLANY.

THE ASTROLABE OF SIR FRANCIS DRAKE,

At Greenwich Hospital.

"She sent for him, and he came;
With him, his *astrolabe* he name;
With points and circles marvellous,
Which was of fine gold pretious."

Gower's Conf. Aman. B. 3.

It is a curious fact, deserving of general notice, that amongst the many interesting relics preserved at Greenwich Hospital, in commemoration of the distinguished achievements of our great naval commanders, the Astrolabe of the famous Sir Francis Drake now forms a conspicuous and very important object of attention. It is deposited within a glass case upon a sort of tabular pedestal, which was erected for its reception, in the centre of the platform of the Painted Hall, in August, 1831, on its presentation by his present majesty, who has, on many previous occasions, testified a peculiar pleasure in contributing to the memorials of British valor and enterprise collected at Greenwich Hospital. A suitable inscription round the slab bears record of this very appropriate gift of a naval monarch to the maritime museum of the nation. The upper part of the pedestal is constructed in the form of a capstan, (an engine used in raising the anchor at sea,) and most appositely consists of "heart of oak;" the base is of imitation-granite; and the astrolabe rests upon a short rod placed in the centre of the slab, where, by an ingenious mechanical contrivance, it is sustained in an open position of its various parts, which would otherwise collapse, and thus present a *congeries* somewhat resembling the figure and arrangement of a watch when closed, requiring to be separately opened, at each division, for inspection of the contents. This unique and truly interesting apparatus comprises the mariner's compass, sun-dial, ring-dial, quadrant, table of latitudes and longitudes, planetary sphere, lunar almanac, and other tables and instruments, forming the constant astronomical guide of the immortal Drake, throughout his various expeditions, and which, being habitually suspended by a chain round the neck of the wearer, as a becoming addition to the dress of that period, was of easy reference in his observations ashore, as well as at sea. The different portions of its intricate interior, together with the case which encloses it, are constructed of the deeply alloyed gold employed in articles of jewelry, during the early part of Elizabeth's reign; and on the dial appears the following inscription:—"Humfray Colle made this diall, anno 1569." It will be seen, on reference to the list of engravers annexed to Walpole's "Anecdotes of Painting in England," that the above artist was an eminent goldsmith and engraver, and held a situation in her majesty's mint. The device, on either lid of the case, implies a very suitable allusion to Sir Francis's projected enterprise of circumnavigating the globe; though, probably, meant only as a general illustration of the success usually attendant on indefatigable perseverance in any of the pursuits of life. It represents a lofty tree, at the foot of which a pair of idle squirrels are engaged in mutual frolic, satisfied with the vain enjoyment of the present hour, and unwilling to encounter the fatigue of scaling the heights above them; while, on the summit of the highest bough are exhibited, by way of antithesis, a couple of labouring snails, who, by dint of long-continued and unwearyed exertion, have at length surmounted all the dangers and difficulties of the ascent, and are,

apparently, exchanging their congratulations on the accomplishment of their task; thus typifying, in a plain and characteristic manner, the important truth, so forcibly exemplified by the witty *Æsop*, under his well-known fable of "The Hare and the Tortoise," that great natural abilities, without due application, will ensure no ultimate advantage to the possessor; while a constant and untiring devotion to the objects of our calling, however for a season retarded through an inferiority of genius, will eventually gain for us the elevation we seek, notwithstanding the seeming distance, circuitry, and numerous obstacles of the approach. There are many other emblematical figures engraved on the case; but whether they present any analogous reference to the above, it would be difficult to determine, as they are partially erased through the friction of the metal by long continued wear; and the only further embellishment which attracts our observation is a cable, aptly introduced as coiling round the edge of the case, which is circular, and richly chased. The following memorandum is engrossed on two cards of considerable size, suspended on opposite sides of the slab, and refers to the manner of its preservation in latter times:—

"This Astrolabe, constructed for Captain (afterwards Admiral Sir Francis) Drake, prior to his first expedition to the West Indies, in 1570, and subsequently preserved in a cabinet of antiques belonging to the Stanhope family, was presented, in the year 1783, by the Right Hon. Philip, fifth Earl of Chesterfield, K. G. on his quitting England as ambassador to the court of Spain, to the Rev. Thomas Bigsby, A. M., of Stanton Manor, Derbyshire, who had, in the preceding year, married the Hon. Frances Stanhope, widow, his lordship's step-mother. In 1820, that gentleman having ruptured a considerable blood-vessel, in anticipation of approaching death, gave it, as a token of affection, to his youngest brother, Robert Bigsby, Esq. of Sion-hill House, Nottinghamshire, the father of him who has the distinguished honor of presenting it to his majesty."

Of all the illustrious names which throw such splendor on the reign of Elizabeth, that of Sir Francis Drake stands pre-eminent. Whether we regard his undaunted courage and great nautical skill as the first English circumnavigator; his fortitude and persevering industry, whereby he performed such brilliant naval achievements, acquired immense wealth, and ennobled his country; or the vast extension of commerce produced by the important discoveries made during his indefatigable career of glory; his character, for all that can exalt the hero and intrepid commander, is so firmly fixed in the hearts of his countrymen, that time can never tarnish his justly acquired laurels. It must be an object of national interest to preserve even the most inconsiderable relic, as a memorial of one who, by divine favor, was enabled to confer such permanent advantages on the state, (for it must be remembered that he was the author of our commerce in the East as well as in the West,) and a very high degree of estimation must be therefore due to those distinctive records of his exalted skill and enterprise, which are presented in his various astronomical tables and instruments. Such apparatus, besides being peculiarly characteristic of the genius and pursuits of the renowned individual to whom they formerly belonged, are valuable, also, as affording interesting data of a by-gone state of science: and a prouder evidence of their importance, as objects of national esteem, cannot be adduced, than is derivable from the honorable station assigned them by his majesty in Greenwich Hospital, where

they will be transmitted to posterity as an everlasting monument of the fame of Sir Francis Drake, rendered yet more interesting and valuable to the public, as the gracious and appropriate gift of King William the Fourth.

From the Boston Mercantile Journal.

SCENES IN HAVANA, IN 1822.

It was lately stated in the papers, that Gen. Tacon, the Governor General of Cuba, had been recalled by the Spanish. This report, which, however, proved to be unfounded, gave rise to regret, on the part of those who have been familiar with the police regulations of Havana for some years past, and are aware of the great and important changes, which General Tacon introduced soon after his accession to office, by which the lives and properties of foreigners, as well as citizens, are rendered comparatively safe, and gaming, and other vices of magnitude, have received a salutary check.

General Tacon is deserving of much credit for the firmness and judgment which he has evinced in purifying the moral atmosphere of Cuba. But it may be questioned whether he should be complimented at the expense of his predecessor. When General Vives was appointed to the office of Governor General of Cuba, some twelve or fifteen years ago, the condition of the police and of the morals of the people, were at the lowest ebb. The coast was lined with pirates, whose blood-thirsty depredations received no check from the civil authorities; robberies were frequent in the harbor as well as on shore; gangs of armed ruffians boldly parading the streets and attacking dwellings where money or jewels were deposited, or boarding some vessel at anchor, in the night, and carrying off every thing valuable, and perhaps wounding or murdering some of the crew. Assassinations were frequent in the streets of Havana; and bands of mounted brigands would sometimes enter the city from the interior, and commit acts of violence and rapine, frequently without molestation; but sometimes they would be opposed by the city guard, and sanguinary engagements would take place in the streets of Havana.—Scarcely a morning passed that the dead body of some helpless being could not be seen, with a deep wound, inflicted by a stiletto or a Spanish knife, in the bosom, exposed in front of the Cathedral, that it might be recognised by some individual, and conveyed to his friends to receive the rites of sepulture.

When Vives was appointed to the Government of the Island, he displayed an energy of character, and a disposition to reform abuses, which reflects upon his character the highest honor. The system of piracy was broken up; the brigands were exterminated; and life and property became comparatively safe. He did much towards establishing an efficient police; and although, after he had carried his improvements to a certain point, he suffered his energies to relax, yet as he was the means of effecting an astonishing change in the moral as well as civil condition of the people, and did it at a great personal risk, his name should always be mentioned with respect by the inhabitants of Cuba, and all foreigners, who enjoyed the benefits of his praise-worthy conduct.

We happened to be in Havana during the summer of 1822, a short time before General Vives assumed the reins of the Government; and the cases of a shameful violation of all laws, human and divine, both nightly and daily, covertly and openly, were numerous and appalling. We will relate a few instances, that our readers may see, that when Vives was appointed to the office of Governor General of Cuba, he could not boast of having obtained a sinecure.

An American shipmaster, belonging to Boston, had occasion to visit the Reglas, an island in the harbor, from whence molasses, honey, &c. are generally furnished to American vessels. Being a stranger, he landed at the wrong quay, and left his boat, to go to

the head of the wharf to make inquiries. He had hardly turned the corner, when he was seized by the collar, by two ferocious-looking men, one of whom held a knife to his throat, making, at the same time, some expressive though by no means graceful gestures, but without speaking a word. A third very adroitly took possession of his watch, turned his pocket inside out, and picked up a few half doubloons, a pencil case, &c. which had fallen from them. His coat, of fine broadcloth, and hat, a handsome drab—were next doomed to change proprietors; when, with the finishing ceremony of a sturdy kick *en derriere*, he was dismissed, and returned chop-fallen to his boat, to the great astonishment of his crew, having been absent less than five minutes!

Several American gentlemen undertook, one afternoon, to make an excursion along the beach to the eastward of Moro Castle in search of marine shells, which were said to be abundant in that place. As this beach is distant two or three miles from Havana, and there being hardly any inhabitants in the neighborhood, they anticipated no rude and inhospitable treatment, and left the different vessels, which they commanded, or which they regarded as their temporary homes, well dressed, personal looking men, in fine spirits and ready for any frolic. They returned in about two hours, almost in a *state of nature*, having met with a band of ugly-looking fellows, who did not take the trouble to examine their pockets, but stripped them, with the exception of a single garment, of all their clothes! In this state they were compelled to return to the landing place, nearest to one of their ships, an object of much curiosity to the few Spanish women and children whom they met, and when the boat landed they returned on board, with woe-begone countenances and saddened hearts; *wiser if not better* for the result of their researches in that branch of Natural History called Conchology.

Several instances occurred during that summer of vessels, anchored at the Reglas, taking in cargoes of molasses, being attacked and plundered in the night by bands of piratical wretches. In every instance the crews made their escape by swimming, or concealed themselves in the hold, where they were not discovered. These vessels were of course unarmed, which circumstance was known to the pirates, whose cowardice was as remarkable as their propensity for villany. A brig belonging to some port in Maine, was laying at the Reglas, when one morning, about 3 o'clock, the watch hastened below with the alarming intelligence that a boat filled with Spaniards was coming along side. In a moment afterwards they were on deck, and the officers and crew, justly alarmed for their lives, escaped from the cabin windows into the long boat that was fastened to the stern, cut the painter, and went on board another vessel. But the cook of the brig, a surly athletic negro, who owed the Spaniards a grudge for what he conceived to be ill-treatment while on shore the previous Sunday, armed himself with a carving knife, and concealed himself behind the steerage stairs. After the pirates had struck a light, they hastened below for plunder. The leader had hardly reached the floor ere the carving-knife of the cook was sheathed in his body, and he fell, giving utterance to a horrible oath. The cook then sprang into the water from the cabin window, and swam to the nearest vessel. In the morning, the captain returned on board, where he found much wanton destruction of property. The floor of the steerage was stained with blood, which was also traced up the steps across the deck to the gangway, showing that the pirates had conveyed away the bleeding victim of the cook's revenge. The captain was aware that it was useless to complain to the authorities, or to solicit any protection for himself and vessel; and fearing that he would again be visited by these villains, for the purpose of taking a sanguinary revenge for the death of their comrade, he hastened his departure, and left the harbor before he had completed his cargo.

A brig belonging to Bristol, R. I., had cleared at the Custom House, and was to sail on the following morning. Captain B—— had ordered a good watch to be kept as usual; but, towards day-break in the morning, while lying in his berth in the open after cabin, he was awakened by loud whispers, apparently in his immediate vicinity. He had presence of mind enough to keep perfectly still, and soon became aware that some of these piratical scoundrels were entering the cabin window, within a few feet of his head. He reached up his hand, and grasped a large horse pistol, well primed, and loaded with some of the best glazed gunpowder, and an ounce ball. He fortunately succeeded in cocking the pistol without alarming the pirates, who did not dream that such a formidable weapon, in the hands of a brave and determined man, was about to scatter death and terror among them.— Captain B. enjoyed the advantage of being able to note their movements, while they were unable to witness his. He watched his opportunity, and as soon as one had silently entered the window and was crawling on the transom, and another had so far entered, as to bring his head in line with the body of the first, he presented his pistol, placing the muzzle within a few inches of the breast of one of the pirates, and fired.— The bullet did its work, and passed through the body of one of the villains, and lodged in the head of the other! Capt. B. then rushed on deck with a second pistol in his hand, followed by his mates, who were awakened by the report. On looking over the stern, they beheld a large row boat with fourteen men, pulling away from the brig. They mustered a light and went below, where they found the two Spaniards *dead* upon the transom! Captain B. at once decided on the proper course to be adopted. He knew that if the affair was reported to the proper authorities, he should be detained, and perhaps subjected to much trouble and expense, and perhaps thrown into prison. He therefore tumbled the pirates overboard from the cabin window without ceremony, and strictly enjoined upon his crew to avoid mentioning the occurrence. And, as soon as the sun rose above the eastern horizon, he left the harbor of Havana for a country where the lives and property of the citizens were secured by the laws of the land.

The boatmen in the harbor were, many of them, unprincipled scoundrels, who gladly seized every opportunity in the then relaxed state of the laws, to rob, and were by no means scrupulous about committing the crime of murder also. An American Supercargo, Mr. M——, at twilight one evening, had occasion to go on board his ship from the "Punto," a suburb of the city, near the point which forms the western side of the entrance into the harbor. He stepped into a boat which lay at the wharf, and pointed to the ship; the fellow seized his oars, and began to pull towards her, Mr. M. sitting in the stern and steering with the tiller. When the boat had traversed about half the distance between the shore and the ship, the boatman discontinued rowing, laid in his oars very carefully, and in answer to the remonstrances of his defenceless passenger, he unsheathed his Spanish knife and rose from his seat, evidently with the intention of committing the double crime of murder and robbery. The American saw that it was a critical moment—he was fortunately a man of courage and resolution, and possessed muscle as well as nerve. His thoughts naturally reverted to some means of defence, and he found, much to his surprise and joy, that the tiller with which he steered the boat was loose, and could be unshipped—a circumstance which had probably escaped the recollection of the boatman. As the latter advanced towards his destined victim, and raised his knife with the apparent intention of plunging it in his bosom, Mr. M. aimed a tremendous blow at the villain's head with the tiller, which took effect. It knocked him senseless on the gunwale of the boat, from whence he was immediately tumbled with little ceremony into the waters of the bay, which imme-

diately closed over him. Mr. M. took the oar, and paddled alongside his ship, and after setting the boat adrift, he hastened on board, feeling grateful to Providence for having preserved him from the knife of the murderer.

In the Fall of 1822, a schooner arrived in Havana from Connecticut, being principally laden with fruit and vegetables. As usual, the dealers in these articles hastened on board, and bargained with the Captain for the different portions of the cargo which they wanted. One Spaniard took a great fancy to a lot of apples. After some delay, a bargain was struck, and in order to secure them, he paid for them on the spot, with the understanding that he would send a boat for them the next day. The boat did not come. Several days passed and nothing was heard from the Spaniard. Meanwhile the apples, exposed to the steam of the hold in that warm climate, were rapidly decaying. When the purchaser at last came on board to take possession of his property, he looked exceedingly blank on ascertaining their deplorable condition—about one half being rotten—and the remainder presenting an appearance by no means healthy. He positively refused to take the apples, called the Captain a cheat, and insisted on his returning the money which he had received for them. This of course the Captain refused to do, but it was to no purpose that he told him it was a fair bargain, and that if he had not sold them to him, he could have sold them to others the same day, or the day following, at the same, or perhaps at an advanced price. The Spaniard would not be pacified, and went away uttering dark threats of revenge.

On the following night the Captain was troubled with indigestion, and could not sleep. Towards day-break, after laying some hours awake, he arose, and throwing over his shoulders a dark calico dressing gown, ascended on deck. The night was exceedingly pleasant, the stars twinkled in the sky, and not a breath of wind ruffled the surface of the water. After pacing the quarter deck a few minutes, he seated himself at the after part of the quarter deck, beneath the awning. He had not been seated long, when he saw what he conceived to be a *strange fish* swimming around the schooner, at a little distance. He narrowly watched its motions, though without stirring from his position, and was not a little surprised when he saw it swim towards the gangway, and raise itself out of the water! His surprise, however, was changed into terror, when he saw stepping over the side, a naked Spaniard, with a long knife in his hand. He remained mute and motionless, and narrowly watched the movements of this mysterious intruder. The Spaniard looked cautiously around, as if to see if the watch was not alarmed, and then with a light and noiseless step proceeded toward the companion-way, or entrance to the cabin, down which he soon disappeared. The Captain very shrewdly conjectured that his motive was not a good one, that he probably designed mischief, and recollected the dark mutterings of vengeance which were uttered by the Spaniard on the previous morning. He looked around for some weapon, but could find none excepting a *junk bottle*, partly filled with lamp oil, which was deposited in the binnacle. With this in his hands, he placed himself, leaning over the companion-way, in an attitude which would enable him to give his visitor a *striking proof* of his regard and hospitable feelings, whenever he was disposed to issue from the cabin. A few moments only elapsed when the Spaniard, altogether unconscious of the welcome reception which the Captain had prepared for him, cautiously ascended the steps. His head just made its appearance above the scuttle, when the Captain gave him a blow on his bare cranium with the corner of the bottle that would have felled an ox! The Spaniard rolled heavily to the bottom of the steps; the Captain stepped to the sky-light, told his mate what he had done, and ordered the cook to procure a light. On examination it was found that the

midnight assassin had received a due reward for his villainy. His skull was shockingly fractured; and, after a brief consultation, it was determined to commit his body to the deep—which was effected without the performance of the Roman Catholic rites. On afterwards examining his berth, it was found that the vindictive villain, in his eagerness to assassinate the man whom he fancied had wronged him, had stabbed the bed clothes in several places! The body was perfectly naked, with the hair short cropped, and the skin carefully oiled, to assist him doubtless in eluding the grasp of his pursuers.

VOYAGES AND TRAVELS.

From the Boston Daily Advertiser.

NARRATIVE OF A VOYAGE OF OBSERVATION AMONG THE COLONIES OF WESTERN AFRICA, AND OF A CAMPAIGN IN KAFFIRLAND. By Captain James Edward Alexander, K. L. S. 2 vols.

Before we thank Captain Alexander for the amusement and information with which these volumes are filled, we must congratulate him on finding in Major Mitchell so able an illustrator of his text. The sketches do him credit as an artist, and are seldom without their useful as well as ornamental qualities. The maps are a valuable addition, and the little wood-cut illustrations of Natural History are acceptable gratuities.

A sketch of the author's course, and the contents of the work which describes it, may be given in a few words. He sailed at the close of the year 1834 in the *Thalia*, which, on her way to the cape of Storms, touched at Madeira, Teneriffe, Sierra Leone, Cape Coast Castle, and many other places, whence, much as was known of them before, the author contrived, by activity and diligence, to bring away considerable novelty of information, which is scattered over his first volume. The whole of South Africa was found, on arriving at the Cape, to be in commotion. The Zoolahs had taken possession of the Portuguese fort at Delagoa, the ultimate destination of the author, and had slain the Governor and some of his people. Captain Alexander followed Sir Benjamin D'Urban to the scene of the invasion, and was placed on the personal staff of the commander-in-chief. "He had thus an excellent opportunity of ascertaining the true causes of the Kaffir war of 1835, the most serious that ever occurred in South Africa; he was a witness to the miseries which the enemy, most wantonly and cruelly, occasioned to the colonists;" certain prejudices which he had imbibed were thus removed, and he flings his volume as a broad shield over his ruined and traduced countrymen of the eastern province of the Cape of Good Hope. The reader, who follows the narrative from the sketch of the Kaffirs, and the causes of their going to war without previous warning, to the fearful narrative of the first operations of the enemy, and their terrible successes, till the "reaction" came in the person of the commander-in-chief and Colonel Smith, whose various operations against the border chiefs on their own ground, and in their own fastnesses, led to the liberation of the Fango nation, and a prayer for peace on the part of the paramount chief of the Amakoso, would as soon think of disputing Capt. Alexander's graphic powers of description as the excellence of his intentions and the gallantry of his spirit, however he may dissent from the opinions.

It is apparent in every part of this lively and interesting narrative, that the describer of these events and the portrait painter of the remarkable barbarians who figure in the history, was upon the scene himself, ever active, quick-witted, and observant; but it would not be supposed that the narrative itself was written under the circumstances which are related by the gallant Captain. Great part of the early narrative was written at the table of the gun-room of the good ship *Thalia*, amidst all the humorous sallies, singing,

whistling, and laughing, which are usually found in such a scene; and other portions were penned during hours spared from official duty, while he was the only aide-de-camp left on service. This further fact should be mentioned, moreover, that the distance which he travelled by sea and land amounted to about 15,000 miles; and all this, authorship and all, was accomplished in little more than a year. Every chapter adds its testimony to the acuteness and diligence of our author; and no portion of his record could be polished or improved. The characteristic of it is simply this—important and original information conveyed in the pleasant form.

We quote some passages from his account of the Kaffirs. What a race to inhabit such a region! Kaffirland, we are told, "realizes all we have read of Acadia." "Wild flowers line the path, and Providence has made the land one of exceeding promise." All, in the language of Moore,

"All, save the spirit of man, is divine,"

a line which Captain Alexander, who is so particularly prone to quote poetry, might have applied to his subject.

"To frighten their antagonists, the Kaffirs spring about, shaking their light shields, and beating them with their knees; holding this defensive weapon with the bundle of assegais and keerie in the left hand, they quiver a single assegai in the right, uttering short cries of rage and defiance; and with their horned head-gear and waving mantle, they have really a very savage and warlike appearance. The Kaffirs balance and quiver the assegai before throwing it; can hurl it a distance of seventy or eighty yards through the air; are certain of their aim at 50 yards; and, at a distance of fifteen or twenty yards, throw it so sharply under-handed, that it is impossible to see or parry the blow. When they wish to stab at close quarters, they break off the blade from the shaft. Some of the Amatembie and Amaponda javelins of this kind are barbed like a harpoon; and the Zoolahs use a stout stabbing assegai; engage hand to hand; think it cowardly to throw their weapon at a distance and from under cover; and are much dreaded by their neighbors in consequence of their desperate outsets." The "soft sex" keep these savages in countenance.

The young Kaffir females are generally tall, well formed and plump; their features are regular and pleasing; and their teeth and eyes very good. Unlike the Dutch "*oud vrouwen*," who singly are sometimes a wagon load, the old women of the Kaffirs get skinny and deeply wrinkled; and when with brandished assegai or keerie they dance and scream, and encourage the men of war, and plunder, they look like attendants of the infernal Hecate.

There is a particular circumstance connected with the costume of the sexes, that implies a strange contradiction of character—the males being so ostentatiously unlike Europeans in their notions of dress, while the females are so guardedly delicate in the concealment of their persons. The Kaffirs, however, can be sentimental; they almost worship their cattle, and in the evening as the herds are returning from their pastures, driven by the young men, the elders sit at their doors *shedding tears of delight* when they recognize their favorite kine. There is a story related of one, who, to obtain possession of a charming cow, made an arrangement which European wives would not desire to see imitated. Some of them, too, can be philosophers. Old people will sometimes say, "I want to die;" whereupon their friends lead them to a cave, and, leaving them a dish of dainties, block up the entrance forever. This exceeds the spirit of composure evinced by an English physician, (was it not?) who exclaimed, "Mary, stir the fire, and then shut the door softly, for I'm going to die." One of the best traits of the Kaffir manners is their hospitality; one of their worst traits is their incontinence. The

summary and capital punishments of these people, says Captain Alexander, are "merciful:"

"That is, they take the culprit aside and destroy him with clubs, or thrust him through with an assegai. But their torturing with black ants, and, above all, with hot stones applied to the body, is dreadful. Some time ago, there crawled to the mission station of the Chumie, a Fingo herdsman, whose legs, from the ankles upwards, were perfectly roasted; and the skin and flesh of the sole detached from the foot, and flapping against it. He died of a lockjaw in a few days, in the greatest agony; and why was this dreadful punishment inflicted? Because, in driving a cow into a kraal, he had thrown a stick at her; it had glanced off the horn and struck the son of a Kaffir counsellor on the leg! And this is the fine pastoral race whom travellers have held up for our admiration! and whom a religio-political party, in their mad ambition for extending their sway over South Africa, have pretended were far more 'sinned against than sinning.'"

Love and witchcraft, he assures us, are the causes of much crime among them. Of their wives:

"The Kaffir chiefs have commonly four or more wives; they are particular about consanguinity, and therefore purchase Tambookie females for thirty or forty head of oxen each. Tyalie offered forty head of cattle for a handsome young lady, the daughter of an officer in Graham's Town. The proposal was declined; and some said this was one of the many causes of the war! Common Kaffirs can only afford to buy and keep one wife."

We must quote a story from the other volume, touching the taking out a license to shoot Kaffirs:

"An anecdote may here be given of Van Wyk, who so ably assisted on this occasion, as it shows better than many paragraphs, the system the pseudo-philanthropists have caused to be introduced on the frontier, previous to the grand foray of the Kaffirs. Soon after the invasion of the colony, Van Wyk arrived at Graham's Town, from the Tarka, for orders, and received them from Colonel Smith, who directed him to collect his burghers instantly and repel the enemy. 'I must have a license, mynheer,' said the field commandant. 'A license for what,' cries the Colonel. 'A license to shoot Kaffirs, mynheer.' 'The devil! has not the war begun? I tell you, you are to shoot as many Kaffirs as you can.' 'I know better than to do that,' replied the sturdy Dutchman, turning to Major Mitchell, then quarter-master-general. 'I may get myself shot by the government if I do that, and all my property confiscated.' 'That's all nonsense,' cried the Colonel, 'go and shoot immediately.' 'Ja mynheer, dat is good; ik wil so doen; verdoem de Kaffirs! But I must have all that in black and white before I draw a trigger;' and again appealing to Major Mitchell, he got him to write out a license to shoot Kaffirs wherever he could find them, and had it regularly signed by Col. Smith."

We now transfer a picture, which is as quietly, but truly, painted as it could be; it is pleasanter, perhaps, to read of such than to witness them.

"At night it was very agreeable to wander out alone in the clear moonlight, when the sounds of the camp were all hushed, and to gaze on the clean looking tents and white squares of wagons, and the various colored cattle now quietly reposing and leisurely chewing the cud. Near a tree a watch-fire, surrounded with slumbering and wrapped up figures, would send its glare among the branches; displaying knapsacks and canteens hung up, muskets resting against the trunk, and horses picketed close by. The last light burning was in a small tent, near which walked slowly to and fro a cloaked horseman, with his carbine in a loose white sheep-skin cover, for protection against the dews, but ready to slip off at a moment's notice. This was the General's sentry. The river was heard hoarsely rushing below; dogs barked oc-

asionally; hyenas howled in the distance; and then a Kaffir would set up a howl of derision and mockery from the bush."

HORRORS OF WAR.—The battle of Jena and Austerlitz had been fought; General Blucher, who had followed the retreat with the Prince of Hohenlohe on the left bank, was separated from him, threw himself with his corps into the territory of Mecklenburg, and being pursued by Bernadotte, Sault, and Murat, found himself more and more closely pressed; he, therefore, passed the Travee with 25,000 men, entered Lubeck, in spite of all the remonstrances of the free imperial city, which would have most willingly maintained its neutrality. The French followed him closely, and on the 6th of November, 1806, a sanguinary conflict took place between the two armies which was but too soon continued within its walls. After a heroic resistance, Blucher was obliged to leave the city. The victors, perfectly ignorant of the real circumstances, considered Lubeck as a hostile city, and turned all their fury upon the unfortunate inhabitants. A dreadful scene of pillage ensued, which was not fully checked until after the lapse of 3 days. The citizens were ill-treated by the French in every possible manner. Blucher capitulated at Ratekau, on the 7th of November, and the unhappy city had now to maintain 75,000 men. The humanity of Bernadotte succeeded in putting an end to these horrors, and by a strict discipline, at least to check the progress of such awful devastation. But Lubeck was wholly unable to recover itself; from that time it was depressed under intolerable burdens. Enormous contributions exhausted its treasury, its commerce was annihilated, and, with that, its principal resources dried up, and even the hopes of better times vanished, when, on the 10th of December, 1810, it was incorporated with the French empire, and its constitution abolished by an act of violence, after it had existed 600 years. On the Sunday after this catastrophe, the free corps of the French, Colonel Amell, loaded with the pillage of friends and foes in Mecklenburg, etc., and with the spoils of the unhappy Lubeck, arrived at a village near Hamburg, where they held a kind of fair for the sale of their plunder.

We ourselves saw soldiers, eager to lighten their burden, sell quantities of silver coin (a handkerchief full) for a louis d'or; silver tablespoons for a shilling. Horses many of them very good, but of course dreadfully jaded, were sold from 2s 6d, to 30s each. A friend of ours bought a horse, which proved to be a very fine one, for 4s English. It was reported that a splendid diamond necklace was sold for two louis d'or. At Hamburg, under Davoust and Vandamme, (1813,) a contribution of 48,000 000*l.* was imposed upon it, its bank plundered, and lastly, when the allied troops approached to its relief, it was declared in a state of siege. From this moment the French laid aside all moderation, burnt and devastated the environs with such precipitation that the poor inhabitants could save little or none of their property; and 40,000 persons, who were too poor to furnish themselves with a sufficient stock of provisions, were expelled from the city, exposed to the dreadful inclemency of a most severe winter, to famine, and the ravages of an epidemic nervous fever. The French proceeded with the greatest cruelty. Thus, Davoust caused a number of unfortunate citizens to be taken from their beds on the night of Christmas-Eve, 1813, to be shut up in St. Peter's Church, and, at day-break, to be driven by his blood-hounds like a flock of sheep out of the gates. The neighboring towns of Altona received the fugitives with kindness, and, though itself in great distress did its utmost to relieve them. It may be interesting to compare with this another historical event. Just a hundred years before the Swedish General, Stenbock, reduced Altona to ashes; and, during the dreadful conflagration, the Senate of Hamburg closed the gates of the city, to keep off the crowds of

fugitives, gave a banquet to the ferocious conqueror, and accompanied him to the ramparts, to view, in all its horrors, the spectacle of the burning town.—*German Tourist.*

SUFFERINGS OF TWO SAILORS.—Two sailors, belonging to an English frigate at Malta, having been ashore on liberty, and much intoxicated, undertook to go on board in the evening in a little boat. One of them, named Cope, soon fell asleep in the bottom of the boat; and Chambers, his shipmate, after having lost overboard the oar with which he was sculling, followed the example of his companion. The boat drifted out to sea, and, on awakening the next morning, they found themselves several miles from land, with the wind off shore, without sails, and only one oar to aid them in returning to Malta. They continued in sight of the Island for two days; but on the third day, they found themselves in the midst of the Mediterranean; no land in sight; without provisions or water, and drifting about at the mercy of the wind and waves. This was but the commencement of their sufferings, which were soon more than one would suppose human nature could bear. Once or twice they caught a little water, when it rained, in the bottom of the boat, but it was so mixed with salt water, that it tended to increase, rather than assuage, their thirst.

On the first day, not having seen any vessel, they gave up all hope, and resolved to meet the dreadful death, which seemed inevitable, with due resignation; comforting themselves with the reflection that the boat would probably be picked up, and their dead bodies would prove that they had not wilfully deserted from their ship. They engaged by solemn oaths, that in case one died before the other, the survivor should not feast on the body of his shipmate. Another day passed, when the boat leaking, and being nearly half filled with water, Cope made an effort to bail out the water with his hat. But Chambers gave himself up to despair; his reason at length deserted him; cramps had seized his limbs; he was the picture of famine; the prey of a devouring fever; his mouth foamed; his tongue was swelled to a frightful size, and his eyes had lost all their wonted brilliancy. On the eighth day, Chambers made a convulsive effort, and jumped into the water; Cope threw towards him a rope; but the hapless maniac noticed it not, and soon sunk to rise no more. The next day, twenty-six hours after the death of Chambers, a vessel hove in sight, steering a course directly towards the boat. Cope had hardly the strength necessary to make a signal of distress by waving his hat. It proved to be an Ionian polacre, bound to Constantinople. Cope was taken on board, and being treated with kindness and prudence, soon recovered. It was on the 15th of last April that the boat was driven to sea from Malta, and was picked up on the 24th, in the course of which time, these poor men had taken nothing into their stomachs but a few mouthfuls of brackish water; a case probably unparalleled in the annals of shipwrecks. This was paying a fearful penalty for Intemperance.—*Boston Journal.*

NEW AND BEAUTIFUL INVENTION.

When in London, a few days ago, we learned that an eminent scientific gentleman is at present engaged in maturing an invention, which promises to lead to the most astonishing results, and to exert a vast influence on the future progress of society. It is an Electric Telegraph, the powers of which as much surpass those of the common instrument bearing that name, as the art of printing surpasses the picture-writing of the Mexicans. The Telegraph consists of five wires, inclosed in a sheath of India-rubber, which isolates them from each other, and protects them from the external air. A galvanic trough or pile is placed at the end of the wires, which acts upon needles at the other; and when any of the wires is put in com-

munication with the trough, a motion is instantly produced in the needle at the other extremity, which motion ceases the moment the connexion between the wire and the trough is suspended. The five wires may thus denote as many letters; and by binary or ternary combinations, the six-and-twenty letters of the alphabet may easily be presented. By a simple mechanical contrivance, the communication between the wires and the trough may be established and stopped, as the keys of a piano forte are touched by the hands of a practised musician, and the indications will be exhibited at the other end of the chain of wires as quickly as they can be read off. In the experiments already made, the chain of wires has been extended to the length of five miles, (by forming numerous coils within a limited surface;) and the two ends being placed near each other, it is found that the transmission of the electric action is, so far as the human senses can discern, perfectly instantaneous. Little doubt is entertained that it may be conveyed over a hundred or a thousand miles with the same velocity, and the powers of the instrument promise to be as great as its action is rapid. It will not be confined, like the common telegraph, to the transmission of a few sentences or a short message, and this in the daytime, in clear weather, and by repeated operations, each consuming a portion of time; for, while it works by night or by day, it will convey intelligence with the speed of thought, and with such copiousness and ease, that a speech slowly spoken in London might be written down in Edinburgh, each sentence appearing on paper within a few minutes after it was uttered 400 miles off. There may be practical difficulties attending its operation as yet unknown; but we speak here of what intelligent men, acquainted with the experiments now in progress, look forward to as their probable result. If the promise these experiments hold out be realized, the discovery will be, perhaps, the grandest in the annals of the world; and its effects will be such as no efforts of the imagination can possibly anticipate. A capital like London, with these electric nerves ramifying from it over the whole country, would be truly the *sensorium* of the empire. Men a thousand miles from each other would be enabled to confer as if they were in the same apartment, or read each others thoughts as if they were in the sky. It would supersede the post, even though carried with railroad speed. Compared with it, the winged winds that "waft a sigh from Indus to the Pole," would be lazy messengers. In a despotic country, it would invest the prince with something like omniscience; and in a free state, spread a thought or an impulse from one extremity to the other in an instant, and give the people the power of simultaneous action, which would be irresistible. It is proper to add that the author must not be held answerable for our account of his invention, as we had no communication either with himself or any of his friends. Our informant, however, was a man of science.—*Scotsman.*

From the London Times.

ROYAL GEOGRAPHICAL SOCIETY.—The last meeting for the season was held on Monday evening, Mr. W. K. Hamilton, President, in the chair. The Earl of Burlington, Professor Whewell, and several other members, were elected.

Amongst the presents announced was a Spanish manuscript of the diary of one of the Spaniards left in the island of Tahiti in 1774, where they remained ten months, and which was presented to Captain Fitzroy by an aged female, the daughter of one of the party, at Lima. Several extracts were read, which confirmed the accuracy of Capt. Cook in all his descriptions of that island. The latter alluded to the party, but could not conjecture for what purpose they were placed there, but describes that they took every pains to underrate the character of the English to the natives, informing them that they no longer existed, having

been destroyed by the Spaniards, which impression was, however, dispelled by the return of Capt. Cook with the English ships. Sir Woodbine Parish stated that the motives of the expedition were not understood until the discovery of a manuscript three or four years ago at Lima, from which it appeared that it was to take possession of the islands in the name of the King of Spain, to which he might afterwards assert his rights in opposition to the king of England, for whom they were claimed, on the ground of prior discovery.

A paper was read from Mr. Bennet, containing notes of a voyage round the world in the whale ship *Tuscan*. It described a visit to Pitcairn's island in the year 1835, where the remains of the *Bounty* are yet to be seen. The island contained 80 souls, the majority of whom were children, the number of females exceeding that of males, and the whole being the descendants of the original settlers, with the exception of three Englishmen. The natives are described as a fine race, intermediate with the civilized European and unsophisticated Polynesian. There are no natural streams, and the only water is that collected by excavating holes in the mountains; but one supply will last for a period of seven months. Some short time since, about 50 of their number emigrated to Tahiti, from distress for want of water, but who, after enduring great misery there, were glad to return, and these are amongst the most discontented of this small community; even this trifling intercourse with the world having made them restless, and tended to deprave their habits. Two only of the original settlers now remain, who are Tahitian women, one of whom was the wife of a christian. Proofs have lately been found that this island was at one time inhabited prior to its present occupants, as two human skeletons were found inhumed in the soil, and the writer possesses two stone axes of singular shape, like the Polynesian ones.

The house of John Adams contains many of the books of the *Bounty*, amongst which was a log-book, in which the name of F. Haywood, the midshipman whose life was saved after he had been condemned to death for having given a quadrant into the boat, and who died between two and three years since. The vessel was accompanied from the island of Tahiti by three English residents, who left on account of the discords amongst the inhabitants. John Adams likewise wished to go, and it was believed that the majority of the inhabitants had the same desire.

Capt. Fitzroy remarked on the practice of the earlier navigators in the discovery of land by following the track of birds, watching their flight at sunset. An attention to this had been of great importance to the *Beagle*, when looking for Keeling's islands, by following the course of some birds which it was known did not rest on the water, through which they arrived there the next morning. Some birds go out daily a distance of 200 or 300 miles from the place where they roost, and spend some hours in going out and returning.—The advantage of this experience, although never mentioned by seamen, he particularly recommended as of service to boats drifting at sea, when uncertain of their direction, or to ships in search of land.

THE PORT ADMIRAL AND THE YACHTERS.—All who have the pleasure of the acquaintance of Lord Amelius Beauclerk, are perfectly aware that he is the *beau ideal* of the sailor officer of the good old school. His early hours have, no doubt, preserved his health, but particularly so, when taken in conjunction with his morning walks. One day last week the gallant Admiral was on the ramparts, opposite his dwelling, when two gentlemen, who had made the port as the day broke, and whose yacht had just then come to an anchor under Mount Wise, rambled ashore "to stretch their legs," and approached him. His Lordship being at the time divested of those prominent ornaments to his undress uniform, by which alone the uninitiated distinguish the rank of a naval officer, they

accordingly took him for an inferior officer, and with much sang froid on both sides, the following took place: Stranger—"I say, old gentleman, what building is that over there," (pointing to the new Victualling Yard.) When his Lordship, perceiving their unintentional mistake, informed them without any ceremony. Being satisfied on that point, they invited information on all others, which the beautifully fine morning disclosed to their view, concluding with the Semaphore battery. They then asked "the old gentleman" if they could get into it, and his Lordship, to keep up the joke, said very likely they could, as he would do all that lay in his power by speaking to the man who looks after it. They accordingly went, and his Lordship's request (?) was granted, and the beauties which the camera obscura there develops were also laid open to feed their curiosity, whilst their generosity received a becoming hint, through the medium of the poor-box then and there deposited. Seeing that "the old gentleman" was respected by those whom he addressed, the *voyageurs* asked if he could put them in the way to see the dock-yard, and he kindly replied he dare say he could. His Lordship then gave directions to one of the men to go with the gentlemen, and present his compliments to Admiral Warren, and should feel much obliged by his allowing them to see the dock-yard. "The old gentleman" now left them, bidding them "good morning." However, before they permitted him to leave, they pressed on him the acceptance of half-a-crown, for the pains he had taken for them. After he was gone, the gents. found that an impression had been left which they could not exactly comprehend, and presently asked their guide who "the old gentleman" was, and on being informed that it was Lord Amelius Beauclerk, the Port Admiral, their consternation may be easier conceived than described, whilst their epithets were full of self-accusations for stupidity. They, however, lost no time, but sought an early opportunity for apologising to his Lordship for their laxity of discrimination, and a thousand other excuses were about to be tendered, but his Lordship would not hear them; and, with his usual frankness, he invited them to dine with him, and remove all doubt of forgiveness by a glass of wine. The invitation was accepted, and the gallant Admiral, in return, visited the yacht, (which belongs to one of the Irish clubs,) and with which he expressed himself much pleased. We understand that the half-crown has augmented the fund in the Semaphore battery.—*Plymouth Journal*.

SELECTED POETRY.

The following Poem was delivered by GEO. W. COOLIDGE, at the celebration of the Mechanic Apprentices Library in Boston, on the 4th of July.

POEM.

A jubilant murmur is breaking—
The voice of a nation's awaking;
From ocean to ocean it swells on the breeze,
And rings from the vallies, the rocks, and the trees.
From the islands and caves of the ocean,
Comes the tribute of grateful emotion;
Nor the rock-laving surge, nor the sea's sheeted foam,
Stills the chords which the wanderer strikes to his home,
On this day when his country's salvation
Swell's his true heart with joy for his nation.

And louder and louder ascending,
With the peal of the cannoning blending,
Let the shout of the free be re-echoed o'er earth,
And new-hallow the day of our Liberty's birth!
Let the children of Freedom assemble—
Let earth and her palaces tremble,
With the chorus that rings from the Pilgrim's rude coast,
That springs to the breeze from Liberty's host,
And rides on the wings of the morning,
With the ray of its earliest dawning.

Let the hills be with revelry shaken,
And the glories of old re-awaken;

Let the anthem of Freedom in triumph arise,
Where soars the bald eagle alone through the skies,
And the nations of earth to it listen,
Till the bright flames of Liberty glisten
In the eyes that are wont but to glisten with tears,
And kindle in hearts that are deadened in fears,
Or bowed 'neath the sceptre that languish
In slavery's desolate anguish.

Let the shores of old Europe repeat it,
And nations exultingly greet it,
As an omen of Liberty coming to bless;
An omen which monarchs shall deign to confess,
When the throne of the despot is crumbled,
And the pomp of his royalty humbled;
When the subject shall rise in the strength of his might,
New-kindled in spirit, new-visioned in sight,
And monarchy tremble before him,
As the banner of Freedom rolls o'er him.

Thou flag of Columbia's glory,
How exultingly proud is thy story!
Thou waviest in triumph o'er land and o'er sea,
Thou floatest in azure, the pride of the free!
Round the star-circled bird of our fathers,
The lustre of Liberty gathers;
And those waves, thine own waves, with that spirit
seems rife,
That led out our fathers to battle and strife,
That hallowing spirit enfold thee,
Whenever their children behold thee!

The shades of our fathers protect thee,
All climes and all people respect thee;
Float, flag of the Free! in thine own blue sky!
Shine, Liberty's stars, from your station on high!
Fly—fly ye bright rays of its glory,
Over fields that with slaughter are gory;
Bid the conqueror lay his devastating sword
On the sward where the blood of his victim is poured,
Till discord and passion no longer
Bow the weak 'neath the yoke of the stronger.

Proud flag of the Free! we adore thee!
The God of our sires go before thee,
Till thou waviest in glory, majestic and high,
The stars thy companions, thy home in the sky—
And the nations awake to the chorus
Now rolling triumphantly o'er us;
Till the manacled slave shall to liberty spring,
And the rocks and the hills shall with jubilee ring,
And the sigh of the captive in sadness
Sweet freedom extinguish in gladness.

Let Spain's sunny hills re-awaken,
With a new song of chivalry shaken;
And the Switzer, who roams o'er his chainless domain
On the conquerless Alps, Freedom's spirit maintain;
Old Scotland's rude castles and highlands,
Old Greece, from her long hallowed islands,
The Swede from his home 'midst the snows of the north,
Italia's daughters from plains of the south,
Respond to the swelling hosannah
That circles our Liberty's banner.

Let the minions of tyranny tremble
When the children of Freedom assemble;
When the spirit that swelled in the breasts of our sires,
In the hearts of their children enkindling its fires,
They stretch forth the arm of salvation
To the bleeding of every nation—
When arrayed for the conflict they stand in their might,
To battle for Freedom, and justice, and right,
And the despot in cowardice crouches,
As Liberty's phalanx approaches.

This day, round our forefathers' altar,
We swear that we never will falter;
Our hearts shall beat true to our country and laws,
Beat true to our sires, and their blood hallowed cause—
Till, like the bright sun in its dawning,
O'er the earth shall break Liberty's morning,
And the light of its brightness illumine the skies,
While the anthems of rapture unceasingly rise,
And re-echo from every nation,
A world's swelling song of salvation.

WASHINGTON CITY;

THURSDAY, AUGUST 17, 1837.

A Court of Enquiry will be convened at Athens, Tennessee, on the 25th inst., to examine into the transactions of Brigadier General J. E. WOOL, and others under his command, in reference to his and their conduct in the Cherokee country, so called, as set forth in a letter from His Excellency the Governor of Alabama, dated July 3, 1837, addressed to the Secretary of War, and in the joint resolutions of the Senate and House of Representatives of that State, approved June 30, 1837, which accompanied the said letter.

The court will consist of Major General W. SCOTT, Colonel W. LINDSAY, and Major M. M. PAYNE; Lieut. W. C. DEHART, Judge Advocate.

The frigate *Macedonian* and store-ship *Relief* have dropped down to the bite of Craney island. We understand that Commo. Jones has required all his officers to be present by the 25th inst., and it is quite probable that the whole squadron will repair to New York the latter part of this month, or early the next, to receive on board the scientific corps, and the instruments which Lieut. Wilkes brought over from Europe.

MOVEMENTS OF TROOPS.—Six companies of the 1st Infantry, from Fort Crawford, arrived at Jefferson Barracks on the 21st ult., and four companies of the same regiment from Fort Snelling on the 19th, so that the whole regiment is now concentrated at Jefferson Barracks.

Commander M. P. MIX has been detached, at his own request, from the command of the U. S. ship *Concord*, on the West India station.

The defence of Commander Ramsay was delivered, on Saturday last, before the Court Martial at Norfolk, and the trial perhaps closed on Monday. In our next, it is probable, we may be able to give the decision of the Court.

We received a day or two since the following letter, announcing the sudden death of Passed Midshipman GEORGE N. HAWKINS, of the U. S. navy, a native of Kentucky. The writer of the letter was recently also an officer in our navy.

“VELASCO, Texas, July 13, 1837.

SIR:—I sincerely regret to announce to you and to the brother officers of Passed Midshipman GEORGE N. HAWKINS, of the U. S. navy, that he is no more. On my arrival at Brazoria, on Saturday the 7th inst., near meridian, while on my way to Marion, I called to see him, and was informed that he *had just expired*, having fallen dead in an epileptic fit. I stopped until the next day, and assisted in performing the last melancholy duty to the remains of a gallant friend and former brother officer.

“He reposes beneath a Live Oak tree, on the banks of the river Brazos, opposite to Brazoria. While lowering his coffin into the grave, a tall, stately-looking backwoodsman stepped up, and remarked with a sigh, that “Old Kentucky buries fewer of her sons at home than any other state in the Union.” Many of them have found a grave here.

Very respectfully, your friend, &c.

JOHN G. TOD,

We sincerely regret to hear of the death of GWYN HARRIS, Esq. President of the Executive Council of Maryland, and late a Purser in the U. S. navy, which took place on Sunday last, at Bath, Berkely Springs, Va.

ITEMS.

Gen. GAINES arrived at St. Louis on the 20th ult., on his return from Fort Leavenworth.

Drs. Harney, Cuyler, and Heiskell, of the army, have arrived at St. Louis, in the discharge of their duties as Commissioners to select sites for the establishment of National Marine Hospitals on the Western waters.

FLINN'S KNOLL.—Major Smith, of the U. S. Engineer Corps, who has the superintendence of the erection of the light to be placed at Flinn's Knoll, has received instructions from Washington to commence the work immediately.

The mother of Commodore DALLAS, of the navy, was upset in a carriage, at Philadelphia, last week, and so severely injured that she died in consequence, almost immediately afterwards.

Two French squadrons have been fitted out for the wants of the Mediterranean service. One was to proceed to the Levant, should events render its presence necessary, and the other to assist in the establishment of the French dominions in Africa. The first, consisting of the San Petri, 90 guns, Jupiter 80, Triton 74, had already sailed from Toulon. The other, of the Montebello 120 guns, Jena 90, Suffren 90, Triden 74.

ARRIVALS AT WASHINGTON.

Aug. 8—W. C. De Hart, A. D. C.	Fuller's.
12—Asst. Sur. R. Southgate,	Gadsby's.
Gen. J. R. Fenwick,	Mrs. Ulrich's.
14—Lieut. Col. J. Bliss, 6th Infy.	Fuller's.
Lieut. G. H. Griffin, 6th Infy.	do
Lieut. J. R. Soley, 7th Infy.	do
16—Lieut. F. Taylor, 1st arty.	Geo. Taylor's.

LETTERS ADVERTISED.

WASHINGTON, Aug. 15, 1837.

ARMY.—Major Isaac Clark, Major R. A. Forsyth, Lieut. G. H. Griffin, Lieut. J. R. Irwin, Lieut. E. G. Mitchell, Lieut. J. W. McCrabb, 3, Lieut. B. Poole, Dr. J. C. Reynolds, Lieut. F. Taylor, Dr. C. S. Trippler, 2, Lieut. A. Ury; Gen. J. E. Wool, Capt. C. A. Waite, Dr. J. J. B. Wright.

NAVY.—D. D. Henric, P. Mid. H. N. Harrison, Com'r B. Page, Com'r W. Ramsay, Mid. B. T. Wilson.

MARINE CORPS.—Lieut. F. C. Hall, 2.

LATE OF THE ARMY.—Dr. P. Minis, 2, Lieut. A. M. Mitchell.

PASSENGERS.

NEW YORK, Aug. 7, per schooner Gen. Wayne, from Tampa Bay, B. Conklin, late Lieut. U. S. army.

NEW ORLEANS, July 27, per steamer Gen. Gaines, from Louisville, Major J. S. McIntosh, of the army.

CHARLESTON, Aug. 7, per steampacket South Carolina, from Norfolk, Dr. — Sloan, of the army.

COMMUNICATED.

REVENUE CUTTER SERVICE.

MR. EDITOR: Having, in a former communication, suggested certain modifications in regard to a different organization of the Revenue Cutter Service, I now propose to assign some reasons for the changes proposed. Under the present organization the charges of the Establishment are regarded as an expense in-

cidental to the collection of the revenue, and are, accordingly, paid by the collectors of the Districts where the vessels are employed. Merged as they are in this way with charges for drawbacks, salaries of collectors, inspectors, surveyors, naval officers, clerks, weighers, gaugers, revenue-boats, wages of boatmen, and other custom-house expenditures, the charges for the maintenance of the cutter establishment, do not come directly under the views of the legislature, as they would do on the plan proposed, and as they should do, it is respectfully submitted, according to sound notions of Republican economy?

Twenty-three Revenue Cutters are now authorized by law; this is a greater number than the wants of the Government have at any time required, and more than would seem to be justified by any anticipations of the future. A permanent establishment of fifteen for the coast service, and to be employed in the various duties referred to in a former communication, would, it is believed, be sufficient. The advantages of dividing them into three classes, and of having each class constructed conformably to an approved established mode, are manifest. They would thus be adapted to the soundings of the different waters leading to the ports of entry, and to the duties required at each station. Sails, boats, and other equipments, could be prepared in advance, and the delays incidental to repairs, according to the present system, be obviated.

It is not to be questioned that economy and efficiency would be greatly subserved by the scheme of a Depot, or Revenue Cutter Yard; and the assimilation of the establishment in every thing which relates to building and repairing, supplies, provisions, and payments of expenditures, to the mode pursued in the Navy. This will be the more obvious from a consideration of the disadvantages of the present system. The Cutters are now built and repaired by contract with the lowest bidders from among the private shipwrights. They are provisioned under contracts with individuals residing at the different ports where the vessels are employed. These contracts being undertaken with a view to profit, it requires no proof to establish the fact that their execution is subordinate to that end. All public and private experience unite in testimony to this truth. It frequently happens that necessary and suitable supplies cannot be procured at all, at points where wanted; and it always happens that the Government is subject to the highest charges for every article which can be obtained in the port where it is required. So much for contracts, and dependence on private stores for essential supplies. Another serious disadvantage arises from the necessity of selling the effects and equipments of vessels, which are no longer sea-worthy, because of there being no place to deposit and preserve them. Thus, articles and materials of value, when applied to further uses, as they ought to be, on the plan proposed, are sold at auction for any price which can be obtained, and great losses are thereby incurred.

By the establishment of a yard at a central position on the coast, where old materials could be stored, new materials, and supplies of all kinds, provided of the best quality and at the lowest prices, and suitable artificers employed; all the work appertaining to this branch of the service would be executed in the most substantial manner, and at a cost little exceeding the current wages of mechanical labor. Moreover, all boats required for Revenue purposes, and buoys required for designating the channels, might be manufactured at the Yard at an immense saving to the Government. Fort Norfolk, opposite to the Naval Hospital, and contiguous to the Navy Yard at Gosport, or Love Point, opposite Fort McHenry, in the neighborhood of Baltimore, would be well suited to the object in question, and being owned by the Government, and not essential to other uses, as the writer understands, would obviate the necessity of any expenditure for a site. Indeed, the former offers the

advantage of buildings already erected, which, with a few alterations, and at a trifling expense, could be adapted to the purposes of such an establishment. But this is a digression. It remains to say a few words to the beneficial results which would attend a different system of disbursements for the support of the Cutters, and the necessity of some regulations, established by law, for its government. These points shall form the subject of another communication.

CAHOONE.

SEMINOLE WAR.

BATON ROUGE, LA., July 28, 1837.

MR. EDITOR: I perceive in your paper of the 6th July, 1837, Major McClintock's order upon separating from the Washington City Volunteers, in December last, in Florida; it is dated "25th December, 1836." Lt. Col. Foster of the 4th Infantry, commanded the troops employed in the construction of the works on the Hillsborough river, (a fort, a bridge connected with, and forming a part of the fort, and two block houses,) in that month. The Washington City Volunteers formed a part of these troops, and were attached to Major McClintock's battalion.

Col. Foster left Fort Foster (as it was afterwards named by the General) at day-light on the morning of the 22d of December, 1836, to construct similar works on the Main Outhlacoochee, leaving Major McClintock with his battalion in command on the Hillsborough; he did not issue his order, returning his thanks to his troops, (of whom the Washington City Volunteers formed a part,) until the 3d of January, 1837, and from the circumstance of his separating from that fine company, some days previously to the date of this order from his Head Quarters on the Outhlacoochee, as well as from the publication in your paper of the 6th of July of Major McClintock's order of "the 25th December, 1836," it is doubtful if the officers and men of that company have ever seen Col. Foster's order; a copy is therefore herewith transmitted, with a request, that in justice to those citizen-soldiers you will give it a place in your paper.

A SUBSCRIBER.

ORDER,
No. 1.

HEAD QUARTERS, FORT DADE,
On the Banks of the Main Outhlacoochee,
Jan. 3, 1837.

1. The commanding officer of the troops lately employed in the erection of the works on the Hillsborough river, (called by the General, Fort Foster,) having been informed by Major McClintock that the bridge is completed, takes this opportunity to return to the officers and men of his command his sincere and hearty thanks.

2. Where all have done their duty, and done it well, with a faithful spirit, and a zeal persevering to the end, it is difficult to distinguish individuals; he will content himself, then, with naming the officers who had the immediate direction of the principal parts of the work.

3. Capt. LYON, of the Artillery, erected Block House No. 1, and had a general direction in all that was going on around the Fort. Capt. ALLEN, 4th Infantry, erected Block House No. 2; and cut most of the logs of both. Lieut. PAINCE, of the 4th Infantry, was, and is, Engineer and Acting Adjutant of this command, and put up the pickets of the Fort, a most laborious job. Lieut. WALL, of the Artillery, performed the duties of Commissary and Acting assistant Quarter Master, and erected the Commissary store, magazine, and, finally, the bridge; he, and all the officers of the command, performed their duties to the entire satisfaction of the commanding officer.

4. Finally, it remains for him to ask the indulgence of his officers, and to hope that if, in the impatient chafing of his spirit, during the progress of a labor of great severity, any chiding expressions escaped him, towards them or their men, they will attribute it to its proper motive—an ardent wish to fulfil the expectations of the General, which, he is happy to say, he fully accomplished.

5. With the work itself, the commanding officer is completely satisfied, and he unhesitatingly pronounces

it one of the strongest and best field fortifications ever erected (against Indians) on this continent.

The troops composing the command which (under the orders of Lieut. Col. Foster) erected Fort Foster, on the Hillsborough river, in December, 1836, were 320 strong, and consisted of the following corps:

1st Battalion. 3 Companies of the 3d Regiment of Artillery; and Lieut. Irvin's Company Washington City Volunteers. Brevet Major W. L. McClintock, commanding.

2d Battalion. 3 Companies 4th Infantry, Capt. G. W. Allen commanding in the first instance, and until relieved by Major George Birch, of the same Regiment.

Capt. Lyon's Company of the 3d Regiment of Artillery, commanded by himself, and doing duty as Artillery proper, Battery, one six pounder; the piece, while on the march, was extremely well horsed, and well conducted; it could keep pace with the Georgia mounted men, and the pioneers of the 4th Regiment. At a later period, the whole left wing has performed a march from 17 to 22 miles by one, and half past one, in the afternoon.

WM. S. FOSTER,
Lt. Col. 4th Infy. Com'g.

THE THIRD ARTILLERY.

MR. EDITOR: From an editorial remark in your last paper, it appears that the Head Quarters of the 3d Artillery are now at Upperville, Va. Is this the commencement of a movement of that regiment to the north? Order No. 58, of 1836, assigns it to the forts in the gulf of Mexico; and even if it is not to take position there after the termination of Indian hostilities, it can hardly be supposed that it is to be withdrawn until their services are no longer needed in Florida. If so, why are the Head Quarters removed so distant from posts where the companies are on service? Is not the Lieutenant Colonel in the field? If he be, why is not the command of the regiment turned over to him? We pause for a reply.

DOMESTIC INTELLIGENCE.

The ship FALMOUTH, bound to the Pacific, sailed from Hampton Roads on Sunday, 6th inst.

LIST OF OFFICERS.

ISAAC MCKEEVER, Esq., Commander. Lieutenants, William B. Lyne, Owen Burns, Lewis G. Keith, John P. Gillis; Surgeon, Wm. Whelan; Ass't Surgeon, Charles W. Tait; Purser, Robert Pettit; Acting Master, F. Piper; Passed Midshipmen, Edwin J. De Haven, Woodhul S. Schenck, Richard M. Harvey, Fabius Stanley; Midshipmen, S. Chase Barney, Thomas H. Patterson, Richard Allison, C. W. B. Bennett, John Henry Parker, Robert H. Getty, Courtland Benham; Captain's Clerk, Henry La Rentré; Act'g Boatswain, D. S. Phillips; Act'g Gunner, Daniel James; Sail Maker, William Ward; Carpenter, John Rainbow.

POTTAWATAMIE INDIANS.—It appears from a letter, in the "Far West," published at Liberty, Mo., dated Farm Platte Co., July 15th, that General Gaines has concluded an arrangement with the Pottawatamies to remove immediately to their land above the Nodaway. The letter further states that there will not be an Indian in the country in eight days. Gen. G. moves and furnishes them with provisions on his own responsibility. The letter thus concludes: He (Gen G.) is the man that we need on this frontier; when there is a necessity for action he never waits for orders. He will be long remembered by us border-people with gratitude for the timely aid.

VERY LATE FROM THE PACIFIC.—The ship Ann M'Kim, Capt. Walker, arrived at Baltimore on the 2d inst., in the remarkably short passage of only fifty-nine days from Valparaiso, and forty-two from Cape Horn. She reports that the United States ship North Carolina, Com. BALLARD, arrived on the 14th May in fifty two days passage, and sailed for Callao on the 17th.

GEN. WOOL.—The Athens (Tennessee) Journal, published in the neighborhood of the Cherokee country, in which Gen. Wool has been for a year or more charged with very arduous and responsible duties, speaks in the following high terms of the manner in which he has executed his difficult trust:

"The recall of General Wool has produced much regret in this quarter, because of the known energy, industry, and ability with which the General has prosecuted the measures of the Government in relation to the Cherokees, and the confusion, if not danger and difficulty, which it is apprehended may arise in consequence of a change of commanders. Col. LINDSAY, who is to succeed Gen. Wool, we are informed, is an able, talented, and very intelligent officer, and will, no doubt, manage this delicate and troublesome business with skill and prudence; but some time must of necessity be required to form an acquaintance with the Indians, and acquire a knowledge of the measures now in progress before he can be expected to operate successfully. All who are at all acquainted with the Indian character, know they are a jealous, suspicious people, and will not, therefore, listen to the advice of a stranger, or if he be influenced by any man, until he has acquired their confidence. There is but two ways of removing the Cherokees, the one is by friendly admonitions connected with mild, but energetic measures, the other is to drive them at the point of the bayonet; and whenever force is resorted to, blood will be shed."

TRIBUTE OF RESPECT,

TO THE LATE LIEUT. J. F. KENNEDY.

At a meeting of the officers of the army at St. Augustine, East Florida, on the 20th June, 1837, assembled to express their regret for the memory of the late Lieut. JOHN F. KENNEDY, of the 1st Regiment Artillery, of which Brigadier General Armistead was chairman, and Lieut. Poole secretary, were adopted the following resolutions:

That we deeply lament the loss of our comrade, whose high moral and intellectual qualities, united with a remarkably amiable disposition, won for him the respect and love of all who had the happiness to be associated with him; and that, by this melancholy event, the army has been deprived of one of its most able and accomplished officers, who devoted himself to the public service long after the delicacy of his health required, not only repose, but the tender attentions and assiduous devotion of home and kindred affection.

That the officers of this post, in testimony of their high estimation of the character of the deceased, will wear the usual badge of mourning for thirty days.

That the resolutions be signed by the officers, and transmitted to the family of our deceased friend, with an assurance of our profound sympathy with them in their affliction.

W. K. ARMISTEAD, *Brig. Gen. commanding*
1st Division Florida Army.

R. M. KIRBY, *Major U. S. Army.*

CHARLES H. SMITH, *Paymaster U. S. A.*

JOHN S. LYTLE, *Paymaster U. S. A.*

RICH. WEIGHTMAN, *Ass't Sur. U. S. A.*

L. B. WEBSTER, *Capt. 1st Artillery.*

J. R. VINTON, *Capt. 3d Artillery.*

H. GARNER, *Lt. and Aid-de-camp A. G'l.*

W. S. MAITLAND, *Brevet Capt. U. S. A.*

B. POOLE, *1st Lieut. 3d Artillery.*

THOMAS P. RIDGELY, *1st Lieut. 2d Arty.*

S. H. DRUM, *1st Lieut. 4th Arty.*

CHAS. B. CHALMERS, *1st Lieut. 1st Arty.*

R. W. LEE, *2d Lieut. 3d Arty.*

J. S. HATHAWAY, *2d Lieut. 1st Arty.*

WILLIAM FRAZIER, *2d Lieut. 3d Arty.*

ROBT SOUTHGATE, *Ass't Sur. U. S. A.*

L. A. B. WALBACH, *2d Lieut. Artillery.*

From the Poughkeepsie Eagle.

THE REGATTA.—This affair came off yesterday just before our paper went to press. It was one of the most magnificent and splendid spectacles we have ever witnessed, and probably not less than TEN THOUSAND persons were present, from New York and Albany, and every other place on the river and neighboring country. The steamboat Highlander, from Newburgh; the Wm. Young, from Cornwall, and the Congress, from Rondout, came here crowded with passengers. The first race came off at the appointed hour, and was contested in elegant style.

The boats went off head and head, but the Washington, of Poughkeepsie, beat the field with ease, and came out at least 30 rods ahead of all her competitors! winning the purse of two hundred dollars! She was rowed by the same crew who rowed her and beat the field at Newburgh. The second prize was won, after a desperate contest with the Erie and Gondola, by the Robert Bache, of Brooklyn, which was rowed in beautiful style. The following is the order in which the boats came in:

1st. Washington, of Poughkeepsie.

2d. Robert Bache, of Brooklyn.

2d. Erie, of New York.

4th. Gondola, of New York.

5th. Sylph, of New York.

6th. Bachelor, of Fishkill Landing.

At four o'clock the contest between the four-oared boats took place, which went off, also, in elegant style. The American, of Whitehall, was the favorite, but the Brooklyn, rowed by the Roberts (brothers) beat the American at least FORTY RODS, and distanced the Whitehall. The following is the order in which they came in:

1st. Brooklyn, of Brooklyn—rowed by the Roberts.

2d. American, of New York.

3d. Whitehall, of New York.

The weather was very favorable.

SUBMARINE EXCURSION.—We mentioned the other day, that Capt. W. H. TAYLOR was about preparing for a Pearl-fishing voyage, and that he intended using an India-rubber dress, for the purpose of descending to the bottom of the ocean. His apparatus being now completed, he yesterday made his first experiment in the Hudson river, a few miles above the city, accompanied by a few friends and scientific men. Capt. Taylor first put on the dress, composed of India-rubber and tin-plate, and remained in the water 36 minutes. He could have staid down several hours as well as not, but he was obliged to return to the city. Afterwards, Mr. J. W. Hale, of the News Room, put on the dress, and was in the water over a quarter of an hour. The wearer has perfect command of himself, and can walk on the bottom, at any intermediate space between it and the surface, or he can rise to the top of the water. After one is incased about half a minute, there is not the slightest difficulty in respiration. There is no doubt that the novel apparatus of Capt. Taylor will prove highly useful in recovering property from the bed of the ocean. We understand that, in a few days, after some slight improvements shall have been made, it is the intention of Capt. Taylor to take a morning walk on the bottom of the river, and make a call on his brother in science, Mr. C. F. Durand, the aeronaut, which is all very proper, as one can make his way in the Heavens, while the other can walk in the depths of the sea. The pearl fishing expedition will be fitted out very soon.—*New York Express.*

From the Potomac Advocate.

REVENUE CUTTER TANEY.

WASHINGTON CITY, July 28, 1837.

SIR: I have seen with pleasure, in your paper of the 26th instant, a favorable notice of the visit to Georgetown of the Revenue Cutter Taney, Captain

Webster; and while, sir, I concur most heartily in what you have said of the polite attention and kindness of her commander and officers, to the ladies and gentlemen of Washington and Georgetown, who enjoyed the pleasure of visiting her, when resting at anchor in your harbor, permit me to add a word in reference to the qualities and performance when in motion, of this beautiful specimen of naval architecture. We got under way from the anchorage off your town, at noon, on Tuesday, 26th inst., with a fine breeze from the westward, and having passed, under easy sail, through the bridge, to the mouth of the Eastern Branch, we then spread the broad folds of the Cutter's canvass to the inviting breeze, and passed rapidly by Alexandria, to the Fort below. As the wind was ahead through Washington's reach, an admirable opportunity was afforded for testing the Cutter's powers in turning to windward. My most sanguine expectations were more than realized, in this part of her performance. We passed Indian Head about 4 o'clock, and you may judge, sir, of the Taney's speed with a leading wind, when I assure you, that at 7 P. M. we anchored in the Nanjemoy reach, about 60 miles below this place. We got under way on Wednesday morning, with a light wind from the southward, and having passed through the Narrows, the Cutter again took the wind a-beam, and bowing gracefully to the freshening breeze, passed rapidly through the lower reaches of the expanding river, and at 3 P. M. anchored at Piney Point. As Capt. Webster, and one of the lieutenants, had obtained leave of absence for a short time, the command of the Cutter devolved on the first lieutenant, Mr. Evans, who, with Mr. Sands, his associate in command, proved themselves as much officers and seamen, when under way, as they had evinced themselves to be gentlemen when at anchor. And the prompt and cheerful alacrity of the crew, their neatness, dexterity, and skill, afford evidence of the attention and fidelity of the petty officers, and their own obedience and attachment to the service. I cannot, sir, close this hasty sketch, without expressing my sincere sympathy and condolence with Captain Webster, in the afflicting dispensation of providence, by which he has been robbed of an amiable sister since the Cutter sailed. And this sympathy, extended to his bereaved brother-in-law, (Mr. Vinson,) is, I doubt not, sir, shared by yourself, and many who, with us, were the recipients of Captain Webster's kind hospitality and attention, while his swift and beautiful vessel graced the waters of your port. Respectfully, yours, J. L. E.

FOREIGN INTELLIGENCE.

CHILIAN EXPEDITION AGAINST PERU.—The Chilean Government was preparing an expedition against Peru, consisting of land and sea forces, the whole of which was to be under the command of Admiral BLANCO DE CICERON. It was expected to depart about the end of June for the coast of Peru, and consisted of the flag ship Libertad, of 22 guns; ship Monteagudo of 32 guns; ship Valparaiso of 16 guns; four brigs of 18, 12, 10, and 9 guns; one gun boat; 15 transports with 3,000 troops; 5 transports with horses; 2 transports with provisions, and 1 with powder. General La Fuente accompanies the expedition with 500 volunteers of cavalry. It was expected that a great portion of the Peruvian troops would join the Chileans.—*Baltimore American.*

Among the distinguished strangers now in town is Brigadier General Eustis, of the United States army. The General has met with every attention from Sir John Colborne and the military. To-day, at two o'clock, the 66th regiment paraded on the Esplanade, in review order, when the Brigadier was present, accompanied by the Hon. Col. Gore, commanding the garrison. The regiment marched past in slow and

quick time, and afterwards went through the manual and platoon exercise, and such manœuvres as the limited space of ground permitted; the whole was done in most excellent style, and it was generally observed that this fine regiment never appeared to greater advantage than on this occasion.—*Quebec Mercury.*

FRENCH NAVY.—Rear Admiral Lalande has been nominated to the command of the African squadron, Rear Admiral Gallois to the command of the division of the Levant, and Rear Admiral Baron de la Susse to the post of Major General of the Marine at Brest, in place of Lalande.

From the London Morning Herald, of June 24.

CONSTANTINOPLE, May 26.—In my last I mentioned that the Porte was likely to express its displeasure at the passage through the Dardanelles of the American schooner of war Shark, without a firman, and in defiance of the remonstrances of the Pacha in command of the castles. It is certain that the act has given very great offence, and the Shark entered the harbor yesterday without firing a salute, it having been signified to the commander that if he saluted he would be throwing his powder away, as the courtesy would not be returned. This was rather humiliating, to be sure, but no other nation would have got off so cheaply, and the Americans have to thank their stars that the chief ship builder, who is a Yankee, and who enjoys the merited favor of the Government, has been able to get them out of what might otherwise have proved to be a very disagreeable scrape. The Shark is here as a merchantman, that is all. There was at one time an appearance that the end of the affair would have been much more serious. Commodore Porter must have greatly mistaken his standing at Constantinople, when he imagined that he could break through treaties without getting into trouble.

MISCELLANY.

From the Nantucket Inquirer.

WHALING.—That philosophy which delights in contemplating the brightest hues of all pictures of human life, is decidedly the most commendable, in the long run. Yet, there are many lessons of wisdom to be drawn from an occasional observation of these darker shades which will often obtrude themselves upon the sight, in defiance of the most good-natured philosophy extant.

We have frequently met with exulting paragraphs in the public prints, announcing the prodigious profits resulting from the whale fishery—the writers generally drawing their whole inferences from the success of some individual enterprise. And we have had occasion to rebuke this over-wrought spirit of boasting, by placing in contrast other cases, exhibiting the *per contra* of such accounts. Still, whenever a profitable voyage has accrued, especially to owners in places where the undertaking is new, we find it heralded in print, as a matter in which the whole world should become interested, and a business in which very nearly all creation ought immediately to embark. In order, therefore, to prevent misunderstanding on the subject, and to guard the uninformed against mistakes and deceptions, we would present a few facts of recent occurrence, in relation to this business.

Four whalers from the Pacific Ocean have arrived within a few weeks; two at this, and two at neighboring ports, which have been exceedingly unsuccessful, or, as the phrase goes, unlucky; and many others, in like predicament, are daily expected. We propose to state some of the particulars of these four voyages, that all who are disposed to examine the subject, may judge of the chances for a profitable investment of capital in this fishery, by comparing the outlays with

the actual returns. One of these ships, carrying four boats, and a complement of 23 men, after an absence of *forty-nine* months, brought in a fare of 1400 bbls. sperm oil; another, with the same number of boats and men, was absent *forty-seven* months, and brought home 800 bbls.; a third, with three boats and 22 men, was gone 36 months, and returned with 400 bbls.; the fourth, with a like number of boats and men, was out 43 months, and came home with 1200 bbls. We estimate the cost of outfits, respectively, at 43,000, 45,000, 23,000, and 38,000 dollars—making an aggregate of \$154,000—to which add 30 per cent. for interest and insurance, and the total cost to the owners is about \$200,000.

There were 100 men employed during nearly four years at the above enormous cost, and the returns are as follows:—3,800 bbls. oil, worth at present value, after deducting the proportions belonging to the officers and crews, about \$56,000;—four ships and appurtenances, valued at 18,000, 10,000, 6,000, and 9,000 dollars, respectively—making \$43,000; and demands against the crews in favor of the owners, to the probable amount of 7,000 or 8,000 dollars. The whole returns, therefore, may reach the sum of \$107,000—thus showing conclusively that the *owners* alone, to say nothing of the *operators*, have suffered losses, in these four recent cases only, amounting to between *ninety* and *one hundred thousand dollars*! These facts are stated with no view to disparage the officers and crews of those ships: they have doubtless performed their full share of duty, and toiled as ardently as others who have happened to accomplish more; indeed the custom of remunerating them by shares in the proceeds furnishes every incentive to exertion and perseverance. Our desire is, merely to present a slight view of the present condition of the fishery, and to deter the inexperienced from entering blindly upon a business which has now become a very uncertain species of speculation. It is stated, in letters lately received in town, that upon the coast of New Zealand there are now, to all appearance, more ships than whales; yet this coast, the “off-shore ground,” and the coast of Japan, are the only safe resorts where whalers may make up their voyages. The port of Sidney, New South Wales, alone has 100 sail of shipping employed in the whale fishery on the coast of New Zealand, and around the Navigator Islands and neighboring groups. Moreover, we have reports within a few days, of the losses of three American whalers near the Friendly Islands; all of which facts tend to show the utter fallacy of those calculations and reasonings which inculcate a belief in the certainty of great profit to be derived from this truly hazardous business.

Occasionally, perhaps often, it is true, a whaling ship meets with extraordinary success. Such, for instance, has been the case, thus far, with a ship belonging to New Bedford, the *Wm. Hamilton*, Capt. Swain—which, at last accounts, 33 months out, had 3,800 bbls. oil—equal to the entire quantity obtained by the four ships above mentioned! This ship carries, we believe, 5 boats, and 30 men. Compare the probable proceeds of her voyage with the returns of the four others, and we have an illustration of the extremely uncertain nature of these voyages. If those who are fully experienced in the business, and possess every other facility for its prosecution, meet with mishaps in any thing like this proportion, what may be anticipated by uninformed adventurers?

On board the ship *Pilgrim*, (commanded by Capt. Hugh Hill,) a very successful privateer from Beverly, during the revolutionary war, there was an Indian, or, as some say, a very dark mulatto, by the name of Ishmael Bowers, a very large and powerful man. When the crew were put on allowance of provisions, he went ast and complained to the Captain that he had not enough to eat, and said that he could do two men's duty, and therefore ought to have double al-

lowance. “If you can do double duty,” said the Captain, “you ought to have double allowance, but I should like to have proof of it.” Bowers immediately took up a six pounder (with its carriage) from the after part of the quarter deck, and carrying it to the break of the deck, replied, “now, sir, let any two men on board carry it back again.” It was tried by a number of pairs of the strongest men on board, even with the assistance of a handspike in the muzzle, without success, when Bowers again took it up and replaced it at the port-hole. It is probably needless to say that he was ordered “double allowance,” and an extra glass of grog, with the acclamations of all on board.—*Boston Transcript*.

A CANNON BALL.—I was myself reclining one day upon a sort of couch, a stretcher which I had placed in one corner of my room, with a cigar in my mouth, and a cup of wine beside me, when down came a cannon ball through the roof, and struck the stone floor within a yard of me. Being a good deal spent, it rolled towards the partition, through which, as it was made of deal, it burst, and then running over the foot of another man who lay on a blanket in an adjoining apartment, it lamed him for life. Not yet exhausted, it passed through a second partition, and tumbled into the kitchen, beneath the grate of which, to the astonishment of several persons who witnessed its evolutions, it made a final lodgment.—Gleig's “*Hus-sar*.”

From the *Boston Mercantile Journal*.

POTLUCK.—A work entitled “*La vie militaire sous l'Empire*,” by M. Blaze, has just been published in Paris, which is said to possess much merit as a work of humor and piquancy. It is full of the curious incidents which so frequently occur in military life. Some of the French papers furnish some extracts, from among which we are tempted to translate the following:

“Our troops were *en bivouac* one beautiful night; but I could not sleep. Seated near the fire, I smoked my pipe by the side of the soldier who, acting the part of cook to the company, was charged with the duty of making soup. On peering into the pot, as it was boiling, I remarked that, from time to time, something of a dark color and suspicious appearance frequently bubbled up, showed itself, and immediately disappeared. My curiosity was a good deal excited to know the nature of these mysterious looking materials. I took my sword, and, after many vain attempts, succeeded in transfixing and bringing out of the pot, not merely one, but two, three, four—*well-grown mice*!”

I awoke the cook without more ado. “Well,” said I, “my friend, it appears to me that you have chosen a singular material with which to season your soup.”

“The same as usual, Lieutenant; turnips, potatoes, cabbages, pepper, and salt.”

“And all well boiled together with a strong decoction of mice. Look here—see what beautiful vegetables I have just fished out of the soup kettle.”

“It is impossible, sir.”

“It is nevertheless true. Where did you get the water with which you made the soup?”

“From a hog'shead, well filled, which I found in the neighboring village.”

“Do you know what was in it?”

“It was dark. But I tasted it, and smelt of it, and knew it was water, and took it to make soup with. Who could have supposed that in a hog'shead of water, snugly placed in the out-house of a peasant, one would fall in with a squadron of mice?”

“Well, it is now too late to remedy the evil; you must throw away the soup and make some more.”

“That,” replied the cook, “cannot be done; for, besides that I have not a sufficient quantity of mate-

rials, I have not time. All those brave fellows, who are snoring away so loudly at present, will awake half famished in the course of an hour—and if it should chance that their meal is not ready, they would pummel me without mercy. I beg of you, sir, as the mice are taken out without having done any harm, that you will say nothing about it; the soup will be excellent and highly nourishing, and if you do not fancy it, you can take your breakfast with another mess."

"And you?"

"Me? I shall eat of it heartily."

He did eat of it, with the rest of the company, and afterwards told me that he never tasted better soup in his life! It appears that the hog'shead from which the mice were taken, was a *trap*, such as is frequently used in Germany for taking rats and mice. A board, covered with grain, is placed over a large vessel of water, in such a way, that when a mouse steps upon it, it will incline, and precipitate the intruder into the water beneath, where he will infallibly be drowned. It was from one of these *mouse-traps* that the cook of the company had unfortunately taken his water."

ARMY.

PROMOTIONS AND APPOINTMENTS,

SINCE GENERAL ORDER NO. 46.

PROMOTIONS.

J. H. K. Burgwin, to be Captain 1st Dragoons, July 31, 1837, *vice* Ford resigned.

B. S. Roberts, to be First Lieut. 1st Dragoons, July 31, 1837, *vice* Burgwin promoted.

F. O. Wyse, to be Second Lieut. 3d Artillery, July 31, 1837, *vice* Anderson resigned.

J. V. Swearingen, to be Captain, 6th Infantry, July 31, 1837, *vice* Wickliffe resigned.

J. S. Worth, to be Captain, 6th Infantry, July 31, 1837, *vice* Batman deceased.

J. Conrad, to be First Lieut. 6th Infantry, July 31, 1837, *vice* Van Swearingen promoted.

G. H. Griffin to be First Lieut. 6th Infantry, July 31, 1837, *vice* Worth promoted.

W. H. T. Walker, to be Second Lieut. 6th Infantry, July 31, 1837, *vice* Conrad promoted.

APPOINTMENTS.

Thomas McCrate, 2d Lieut. 1st Dragoons, Aug. 1.

William Bowman, 2d Lieut. 1st Dragoons, Aug. 1.

ORDERS.

Aug. 11—Surgeon De Camp, and Asst. Surgeon Hughey, will accompany the squadron of the 2d Dragoons to Florida.

Aug. 12—The resignation of Lieut. B. Conklin, 2d Artillery, revoked, and Lieut. C. ordered to Fort Monroe.

Aug. 15—The appointment of Lieut. J. R. Soley to the 7th Infy. cancelled, and appointed Bvt. 2d Lieut. 4th arty.

NAVY.

ORDERS.

July 20—Asst. Sur. E. J. Rutter, ship Ontario.

27—Lt. R. R. Pinkham, Rec'g. ship, Norfolk.

Aug. 7—P. Asst. Sur. A. G. Gambriel, do

10—P. Mid. H. N. Harrison, Med. squadron.

12—Lieut. J. Lanman, do

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE }
Washington, July 1, 1837. }

SEPARATE PROPOSALS will be received at this office until the second day of October next, for the delivery of provisions for the use of the troops of the United States, to be delivered in bulk, upon inspection, as follows:

At New Orleans.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
80 bushels of good clean dry Salt.

At the public landing, six miles from Fort Towson, mouth of the Chiemichi.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered in all the month of April, 1838, and to leave Natchitoches by 20th February, 1838.

At Fort Coffee, ten miles above Fort Smith, Arkansas.

600 barrels of Pork
1250 barrels of fresh superfine Flour
550 bushels of new white field Beans
8800 pounds of good hard Soap
4000 pounds of good hard tallow Candles
800 bushels of good clean dry Salt.

The whole to be delivered in all the month of May, 1838.

At St. Louis, Missouri.

600 barrels of Pork
1250 barrels of fresh superfine Flour
550 bushels of new white field Beans
8800 pounds of good hard Soap
4000 pounds of good hard tallow Candles
800 bushels of good clean dry Salt.

At Fort Crawford, Prairie du Chien, Mississippi river.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

At Fort Snelling, St. Peters.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 15th June, 1838.

At Fort Winnebago, on the Fox river, at the portage of the Fox and Ouisconsin rivers.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

At Fort Howard, Green Bay.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

At Fort Brady, Sault de Ste. Marie.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered by the 1st of June, 1838.

At Hancock Barracks, Houlton, Maine.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered in December, 1837, and January and February, 1838.

At New York.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
40 bushels of good clean dry Salt.

At Baltimore.

120 barrels of Pork
240 barrels of fresh superfine Flour

110 bushels of new white field Beans
1760 pounds of good hard Soap
40 bushels of good clean dry Salt.

NOTE.—all bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid.

The periods and quantities of each delivery, at those posts where they are not specified, will be one-fourth 1st June, 1st September, 1st December, 1838, and 1st March, 1839.

The hogs, of which the pork is packed, to be fattened on corn, and each hog to weigh not less than two hundred pounds, and will consist of one hog to each barrel, excluding the feet, legs, ears, and snout.

Side pieces may be substituted for the hams.

The pork is to be carefully packed with Turk's Island salt, and in pieces not exceeding ten pounds each. The pork to be contained in seasoned heart of white oak, or white ash barrels, full hooped. The beans in water-tight barrels; and the soap and candles in strong boxes, of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The candles to have cotton wicks.

The provisions for Prairie du Chien and St. Peter's must pass St. Louis, for their ultimate destination, by the 15th April, 1838. A failure in this particular will be considered a breach of contract, and the Department will be authorized to purchase, to supply these posts.

The provisions will be inspected at the time and place of delivery; and all expenses are to be paid by contractors, until they are deposited at such storehouses as may be designated by the agent of the Department.

The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract; and also of increasing or reducing the quantities of each delivery one-third, subsequent to the contract, on giving sixty days' previous notice.

Bidders not heretofore contractors are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the District Attorney, or by some person well known to the Government; otherwise their proposals will not be acted on.

Advances cannot be made in any case, and evidence of inspection and full delivery will be required at this office before payment can be made, which will be by Treasury warrants on banks nearest the points of delivery, or nearest the places of purchasing the supplies, or nearest the residence of the contractors, at their option.

Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing army subsistence."

GEO. GIBSON, C. G. S.

July 6—1820.

NAVY SLOP CLOTHING FOR THE YEAR 1838.

NAVY COMMISSIONERS' OFFICE, }
July 22, 1837. }

SEALD PROPOSALS, endorsed "Proposals for Slop Clothing," will be received at this office until three o'clock, p. m. of the first of September next, for furnishing and delivering at each of the navy yards at Charlestown, Massachusetts, Brooklyn, New York, and Gosport, Virginia, the following articles, viz:

600 pea jackets, 1,600 blue cloth jackets, 2,000 pairs blue cloth trousers, 2,000 duck frocks, 1,600 duck trousers, 2,000 white flannel shirts, 2,000 white flannel long drawers, 2,500 black silk neck handkerchiefs, 2,000 pairs sewed leather shoes, 1,600 pairs of woollen stockings, 2,000 pairs woollen socks.

All the articles are to be fully equal in quality and workmanship to the samples which are deposited at all the different navy yards, and at Baltimore. Schedules showing the sizes of the pea and other jackets, trousers, drawers, frocks, and shirts, and the numbers which will be required of each size, are also deposited at each of the said navy yards, and at Baltimore, for the information of persons who may wish to make proposals.

All the said articles of Slop Clothing must be subjected to such inspection and survey as the Commissioners of the Navy shall direct, by instructions to the commanding officers of the respective navy yards of delivery, and no portion of the said Slop Clothing will be received that is not fully equal to the standard samples or pat-

terns, and does not conform in all other respects to the stipulations and provisions of the contracts to be made.

The prices to be asked for the several denominations of articles enumerated, must be mean or average prices, without regard to the sizes, and must be calculated to cover every expense attending the fulfilment of the contracts until the articles have passed inspection, been approved, and received, including the necessary metal naval buttons.

Bonds in one-third the amount of the respective contracts will be required, and ten per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts, which will, on no account, be paid until the contracts are complied with in all respects; and is to be forfeited to the use and benefit of the United States, in the event of failures to complete the deliveries within the prescribed periods. After deducting ten per centum, payment will be made by the United States within thirty days after the said Slop Clothing shall have been inspected and received, and bills for the same, approved by the commanders of the respective navy yards, according to the terms of the contracts.

The silk handkerchiefs must be fully equal to the samples in size, quality, and weight. The stockings, socks, and shoes must be of assorted sizes, and at least four-fifths of the whole quantity of each must be larger than the samples.

The whole must be delivered in good, tight, substantial, and dry packing-boxes or hogsheads, and in good shipping order, at the expense of the contractors.

The proposals must be made separately for the shoes, for the stockings and socks, and for the other articles; and they must be made separately, also, for the quantities deliverable at each navy yard, as distinct contracts will be made for each.

One-fourth of the quantity of each article for each navy yard must be delivered on or before the first day of January, 1838. One-fourth on or before the first day of March, 1838. And the remainder on or before the first day of May, 1838, or as much earlier as the contractors may prefer.

Persons making offers, must stipulate specifically that they will furnish, under the contracts to be made, any additional quantity of any of the kinds and descriptions of articles embraced in their respective proposals, which the Commissioners of the Navy may require within the year 1838, not to exceed one-half the quantities and descriptions named in this advertisement, upon their receiving sixty days' notice to that effect.

July 27—td

BEEF AND PORK FOR THE YEAR 1838.

NAVY COMMISSIONERS' OFFICE, }
JULY 20, 1837. }

SEALD OFFERS, endorsed "Offers for Beef," or "Offers for Pork," as the case may be, will be received at this office, until 3 o'clock, P. M., of the 31st of August next, for furnishing and delivering, free of all cost and charge to the United States, 5,000 barrels of Navy Beef, and 5,000 barrels of Navy Pork, each barrel to contain 200 pounds of nett weight of beef or of pork; 1,000 barrels of the beef, and 1,000 barrels of the pork, must be delivered at the Navy Yard, Charleston, Massachusetts; 2,000 barrels of the beef, and 2,000 barrels of the pork, must be delivered at the Navy Yard, Brooklyn, New York; and 2,000 barrels of the beef, and 2,000 barrels of the pork, must be delivered at the Navy Yard, Gosport, Virginia—all to be delivered between the 15th March and 15th May, 1838.

The beef must be packed from well-fattened cattle, weighing not less than six hundred pounds nett weight; all the legs and leg rounds of the hind-quarters, and the clods, neck, or sticking pieces, shins, and cheeks of the fore-quarters, must be wholly excluded from the barrel; and the remainder of the carcass must be cut in pieces of not less than eight pounds each.

The pork must be corn-fed and well-fattened; all the skulls, feet, and hind-legs entire, must be excluded from the barrel; and the remainder of the hog must be cut in pieces weighing not less than six pounds each; not more than three shoulder pieces, and one jowl and a half, or the jowls of a hog and a half, shall be allowed to a barrel.

The whole quantity of the said beef and pork must be

slaughtered between the dates of the acceptance of the respective offers and the periods of delivery; must be thoroughly salted, or struck with the best quality, clean, coarse, Turk's Island, Isle of May, or St. Ubes salt, and no other; and after remaining a sufficient time for the salt to penetrate the meat in the most thorough manner it is to be packed with a sufficient quantity of the same quality of salt, and five ounces of pure saltpetre pulverized. The salt used in striking must be carefully separated from the pieces, and the pieces must be drained, or placed on inclined boards, and suffered to remain in that state for some time before the pieces are put in the barrel.

The barrels must be made of the best seasoned heart of white oak, free from sap wood, and the staves must be at least three-fourths of an inch thick, and not more than four inches wide; they must be fully and substantially hooped and nailed, at the expense of the respective contractors. Each barrel must be branded on its head, "Navy Beef," or "Navy Pork," as the case may be, with the "contractor's name," and the "year when packed."

The beef and the pork will be inspected by the inspecting officers at the respective navy yards, and by some "sworn inspectors of salt provisions," who will be selected by the respective commanding officers; but their charges for such inspection must be paid by the respective contractors, who must likewise have the barrels put in good shipping order, to the satisfaction of the commandants of the respective yards, after the inspections, and at their own expense.

Bidders must specify their prices separately and distinctly in separate offers for the beef and for the pork, and for each of the places of delivery, covering all their expenses and charges. The names and residences of the sureties offered must be specified, and sufficient and competent evidence of the willingness of the individuals named to become sureties; and their responsibility as such must be furnished, and must accompany the respective offers.

Bonds in one-third the amount of the respective contracts will be required; and ten per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts; which will, on no account, be paid until the contracts are complied with in all respects. After deducting ten per centum, payment will be made by the United States within thirty days after the said beef and pork shall have been inspected and received, and bills for the same approved by the commandants of the respective navy yards, according to the terms of the contracts.

The parts of the beef to be excluded from the barrel are particularly designated in the engravings to be attached to the contracts. Persons interested, who have not heretofore seen engravings, can obtain them on application at this office.

July 27—31A.

LIVE OAK TIMBER.

NAVY COMMISSIONERS' OFFICE, }
JULY, 22, 1837. }

SEALED PROPOSALS will be received at this office until 3 o'clock, P. M. of the 2d September next, for the supply of Live Oak Timber as follows:

CLASS No. 1.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one frigate, first class, and one sloop of war, large class; to be delivered at the navy yard, near Portsmouth, N. H.

CLASS No. 2.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one sloop of war, small class, and one smaller vessel; to be delivered at the navy yard, near Portsmouth, N. H.

CLASS No. 3.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one frigate, first class, and one steamer, to be delivered at the navy yard, Charlestown, Massachusetts.

CLASS No. 4.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for two steamers, two sloops of war, small class, and one smaller vessel, to be delivered at the navy yard, Philadelphia.

CLASS No. 5.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one sloop of war, small class, and for the

deficient timber for a frame of one sloop of war, large class, about 5,000 feet, to be delivered at the navy yard, Washington, District of Columbia.

The quantities and dimensions of the promiscuous timber for each vessel, of each class, is as follows:

For the ship of the line, 6,000 cubic feet, which must be sided 15 inches, and be from 12 to 20 feet in length; six of the longest pieces to side 22 inches.

For each frigate, 3,000 cubic feet, which must be sided fifteen inches, and be from twelve to twenty feet long; six of the longest pieces to side nineteen inches.

For each sloop of war, 1,500 cubic feet, which must be sided twelve inches, and be from twelve to eighteen feet long; six of the longest pieces to side sixteen inches.

For each steamer, 1,500 cubic feet, which must be sided fifteen inches, and be from twelve to eighteen feet long; six of the longest pieces to side sixteen inches.

For each small vessel, 800 cubic feet, which must be sided eight inches, and be from ten to sixteen feet long; six of the longest pieces to side twelve and a half inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast-thocks, or other valuable pieces.

Separate offers must be made for each of the preceding numbers, and each offer must embrace all the timber that is called for by the number to which it refers; the prices asked per cubic foot must be stated separately for each and every class of vessels embraced in the offer, and for the promiscuous timber of each class separately from the other; all of which other is considered moulded timber.

Of classes numbers one and three, at least one-fourth of the whole quantity of timber, comprising a fair proportion of the most valuable pieces, must be delivered on or before the last day of March, 1839; one-half of the remainder on or before the last day of March, 1840; and the whole on or before the last day of March, 1841. And of classes number two, number four, and number five, one-half must be delivered on or before the last day of March, 1838, and the whole on or before the last day of March, 1839. And if the above proportions shall not be delivered at the respective times above specified, the Commissioners of the Navy reserve to themselves the right of cancelling any contract, in the execution of which such failure may occur, and of entering into new contracts, holding the original contractors and their sureties liable for any excess of cost, and other damages, which may be incurred.

The said Live Oak Timber must have grown within twenty-five miles of the seaboard, (which must be proven to the satisfaction of the respective commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c. which will be furnished to the contractors for their government, and must be free from all injuries and defects which may impair the good quality of the said timber, for the purposes for which it is required by contract and be in all respects satisfactory to the commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties, in the amount of one-third of the estimated value of the timber to be furnished under the respective contracts, will be required; and as collateral security for the faithful compliance with the terms, stipulations, and conditions of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made from time to time, within thirty days after bills shall be duly approved and presented to the navy agent, until the said contracts are completed and closed; which reservations respectively will be forfeited to the use and benefit of the United States in the event of failures to deliver the timber within the respective periods prescribed.

The moulds will be furnished to the contractors at one of the navy yards, Brooklyn, Gosport, or Philadelphia.

July 27—td.

JOHN SMITH--MERCHANT TAILOR, (LATE OF WEST POINT,)

RESPECTFULLY begs leave to return thanks to the Officers of the U. S. Army for their liberal patronage, and to inform them that he has changed his place of business to 168 Pearl Street, New York, where he hopes, from his long experience and unremitting exertions, a continuation of their favors.

N. B. Orders forwarded with despatch. Jy 1—1y